

quick responsibility and accuracy. As a result, travel control can be executed stably in a manner similar to the actions intended by a driver. See, e.g., page 18, lines 11-22, of the Specification.

Claim 1 has been amended to clarify that the relative evacuation possibility is the possibility for the preceding vehicle to evacuate from the state of being the preceding vehicle of the own vehicle. Claims 2 and 4-10 have also been amended for clarity.

Lemelson discloses a GPS vehicle collision avoidance warning and control system. Lemelson's system determines a traveling path/region using GPS, camera, and radar and recognizes various solid objects by the use of neural networks and fuzzy logic to control a vehicle and to provide an alarm to warn of collisions and other hazards.

The Examiner contends that Lemelson's "television camera 54" and "radar/lidar 56" serve as the traveling path estimating means of the claimed invention (Office Action, page 2). Lemelson's television camera 54 records images and radar/lidar 56 produces signals used by the image field analyzing computer 50 to "(a) identify objects on the road ahead such as other vehicles, pedestrians, barriers and dividers, turns in the road, signs and symbols, etc, and generate identification codes, and (b) detect distances from such objects by their size (and shape) and provide codes indicating same for use by a decision control computer, 38" (Lemelson, column 20, line 65, to column 21, line 3). The image field analyzing computer 50, through use of the television camera 54, identifies objects on the road and detects distances between the vehicle and the identified objects. Lemelson does not disclose or suggest that a traveling path is predicted by Lemelson's collision avoidance warning and control system. Therefore, the camera 54 does not establish a first judgment region in the road ahead of the own vehicle "based on the traveling path of the own vehicle," as set forth in claim 1.

Lemelson's collision avoidance warning and control system provides warning signals to alert the driver of impending hazards and delivers control signals to operate the vehicle to avoid a hazard or to minimize danger to the vehicle (Lemelson, column 24, lines 37-44).

reasons. Claim 3 has been canceled without prejudice or disclaimer of the subject matter therein. Hence, the rejection of claim 3 has been rendered moot.

Based on the foregoing, the rejection of the claims under 35 U.S.C. § 102(b) should be withdrawn, and reconsideration is respectfully requested.

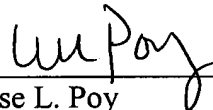
CONCLUSION

In view of the above, each of the presently pending claims in this application is believed to be in immediate condition for allowance. Accordingly, the Examiner is respectfully requested to pass this application to issue.

If there are any other issues remaining which the Examiner believes could be resolved through either a Supplemental Response or an Examiner's Amendment, the Examiner is respectfully requested to contact the undersigned at the telephone number indicated below.

Dated: August 5, 2005

Respectfully submitted,

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